



MCDOT NEWS

News from the Montgomery County Department of Transportation, Division of Highway Services

Hornell Drive Roadway Repair and Resurfacing Project

Project to Begin May 9, 2011; Work to Include Full-Depth Patching and HMA Resurfacing.

PURPOSE

This newsletter is to inform you of the upcoming road repairs and resurfacing Hornell Drive, from Donora Road to Road End. This pavement system preservation project employs long term strategies to preserve and enhance the physical and operating conditions of the roadway system as it exists and will produce a system serviceable for many years. This project falls under the County's Residential Resurfacing Program.

BACKGROUND

The Montgomery County Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains over 5,085 lane miles of streets and highways in the county's transportation system. As part of our pavement system preservation efforts, MCDOT initiated a new Pavement Management System in 2008. At that time, MCDOT concluded a complete condition inventory of all County roads, identifying and rating the condition of each. This new system has enabled the development of County-wide road resurfacing schedules based on a formula based objective rating system coupled with budgetary parameters.

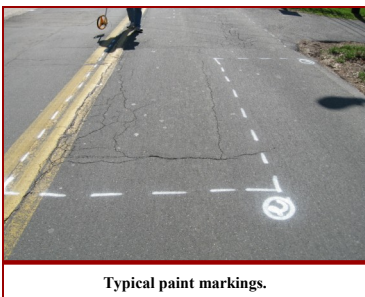
SCOPE OF PROJECT

Overall, pavement condition of Hornell Drive was generally rated as fair, with some areas described as needing more attention. This rating meets the criteria for Residential Roadway Preservation using full-depth patching and hot mix asphalt (HMA) overlay.

PROJECT WORK PLAN

Generally, the work will proceed as follows:

1. Conduct survey — MCDOT inspectors will identify areas of pavement that, prior to resurfacing, may require full depth asphalt patching of the pavement or other repairs. These areas are marked by white paint.



Typical paint markings.

2. Full Depth Patching — Full depth patching restores the pavement's structural integrity and capacity to support vehicle loads. The areas of distressed pavement, marked by the MCDOT inspectors, is removed and replaced by new pavement.

There are two phases to full-depth patching:

First, the pavement is excavated and HMA base material is installed in 2 layers and compacted with a steel-wheeled roller. The patch is left approximately one-and-one-half (1 ½) inches below the existing road surface to allow room for a layer of smooth surface HMA to be applied at a later time (within a few days).

Second, the surface HMA is placed either by machine or by hand, depending on the size of the patch, into the one-and-one-half (1 ½) inch depression left by the base asphalt work. The asphalt is then compacted using a steel-wheeled roller. The final surface of the patch will match the level of the existing roadway and provide for a

smooth ride.



Typical milling operation

3. Pavement milling, edge and full width - Edge milling/grinding off the edges of the existing pavement near curbs and driveways allows the new pavement to match the level of the existing curbs, etc. In this case, the entire surface of the roadway will be milled off to a depth of 1"-2" to restore the proper highway cross-section to improve rideability and drainage. The new pavement will provide a smoother ride and assure positive drainage.

4. Paving with hot mix asphalt - is delivered to the site in dump trucks. The hot material is transferred into the hopper of an asphalt paving machine such as the one depicted in the photo. The paving machine places the hot asphalt in a uniform thickness and provides initial compaction. Following placement, steel wheeled rollers complete the compaction effort until field



Typical asphalt paving operation

testing indicates that all relevant specifications have been met.

SCHEDULE

The project is expected to start on or about May 9, 2011 and should be completed within approximately three to four weeks, weather permitting. Work hours will be between 7:00 am and 5:00 pm, Monday through Friday.

IMPACTS

Continuous traffic will be maintained at all times utilizing lane closures and/or alternating one-way traffic patterns. However, minor traffic delays may be experienced as flaggers manually direct traffic safely through the construction zone. Street paving will necessitate temporary lane closures and temporary parking restrictions. Signs will be posted identifying such restrictions. Access to residences will be available at all times, however minor delays may be experienced as workers restrict traffic from freshly placed hot mix asphalt.

Generally speaking this work is best characterized as noisy and disruptive. However, MCDOT and its contractors will take all necessary steps to mitigate any inconveniences this work may cause.

Quality control for the entire project will be managed by County inspection staff to ensure that the project meets contract specifications.

Thank you for your cooperation and patience as we work to improve Hornell Drive for residents and users.



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KEEPING MONTGOMERY MOVING

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NOTICE OF HORNELL DRIVE PATCHING AND OVERLAY PROJECT

SAFETY NOTICE

Please drive gently and safely through the work site and kindly remember that while repair work is underway personnel and construction vehicles will be moving around the site. Some materials may be stored in the area. Please use caution when walking or driving through the construction zone. Children may be attracted to the noise and machinery, so we ask that you please keep all children under close supervision at all times, even after the work is completed for the day. Also, please follow the direction of flaggers and temporary signs and traffic control devices. We appreciate your patience and cooperation while we make these much needed improvements to the infrastructure.

IMPORTANT MCDOT CONTACTS

Project Manager:

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Project Contractor:

R.F. Kline Construction 301-662-8211

Program Manager:

Donald Noble 240-777-7601

DHS Customer Service Center:

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DHS Email:

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Web site:

<http://www.montgomerycountymd.gov/hwytmpl.asp?url=/content/dot/highway/index.asp>

On the map, click on the **Colesville Service Area**, where information is available describing the roadway evaluations and repair processes.

